



Wichita Bicycle Master Plan

Open House #1

Event Summary

October 4, 2011, 4:30 p.m. – 7:30 p.m.

Wichita City Hall – 1st Floor

The City of Wichita Bicycle Master Plan Open House was held on October 4, 2011 to gather public input about the objectives, priorities, future facilities, and the Plan in general. The event included a series of listening stations where individuals could provide written and verbal comments. In addition, a 6:00 p.m. presentation was provided by Peter Lagerwey with an overview of the planning process and examples of bicycle facilities from communities around the United States. Opening remarks were made by Council Members James Clendenin and Lavonta Williams.

Each of the listening stations were staffed by members of the Steering Committee and/or members of the Technical Advisory Committee. The stations include the following:

- 1) Bicycle Facilities: Take a look at the different types of bicycle facilities we will propose for Wichita – give us your thoughts.
- 2) Objectives: Use your ‘stickers’ to ‘vote’ on project goals and objectives (get your stickers when you sign in at the door).
- 3) Project Priorities: Use your ‘stickers’ to ‘vote’ on criteria for selecting project priorities (get your stickers when you sign in at the door).
- 4) Map of Wichita (divided into four quadrants): Write directly on the maps – tell us where you would like to see bike lanes and other facilities; tell us the where there are barriers to bicycling.
- 5) Survey: If you haven’t already done so on-line, fill out our survey – tell us why you bike and what we should do to encourage you to bike more often.
- 6) City of Wichita: Visit the sponsor of the Wichita Bicycle Master Plan. Share your dreams and learn what else is being done to promote bicycling in Wichita.

Each of the open house participants were asked to sign-in at the entry to the event. The sign-in sheets indicate that 178 individuals attended the open house event. A total of 65 written comments were received. The marked up maps will be used to create a revised study network. Each of the participants were provided a name tag, comment form, four (4) red voting dots, and four (4) green voting dots. The results of the voting exercises are described in the following tables. A table with the comments submitted by participants using the comment forms is included at the end of this document.

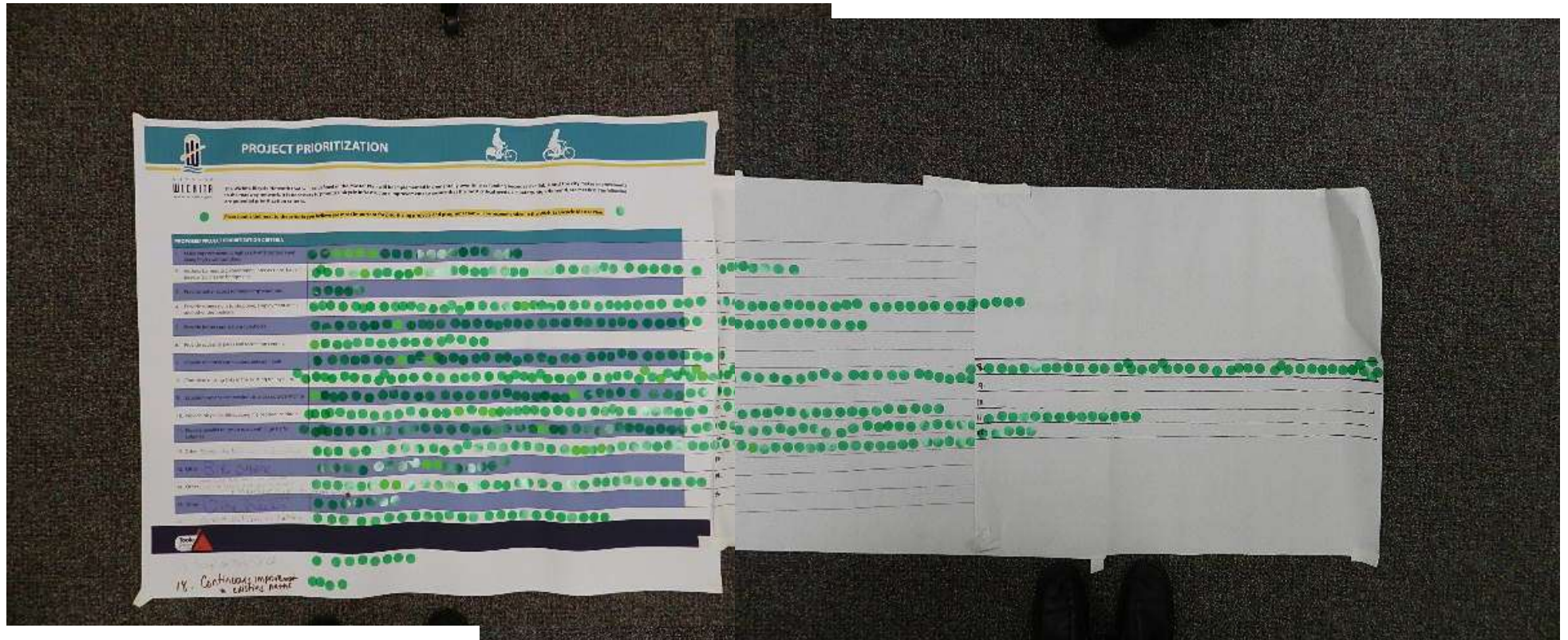
Objective	Votes
Create a connected network of on-street bicycle facilities and off-street trails that link destinations, transit, and neighborhoods.	122
Create a culture where bicycling is “normal” and seen as a viable form of transportation.	115
Maintain existing infrastructure, e.g., trails, paths while installing new bicycle facilities.	101
Educate both motorists and bicyclists about the rights and responsibilities of all road users.	79
Coordinate with neighboring jurisdictions to promote regional bike facility continuity, including the pathway system and missing links identified in the WAMPO Regional Pathway System.	50
Adopt a “Complete Streets” policy that requires designing the transportation network to improve safety and access for all users.	48
Increase the percentage of school-age children who have the opportunity to safely bicycle or walk to school.	32
Provide easily accessible information, e.g., signage, maps, about the bicycle network system and how to use it.	29
Educate city staff involved in planning, design, maintenance, and construction about best practices for addressing the needs of bicyclists.	28
Create a bicycle network that is safe and comfortable for all types of cyclists.	23
Engage schools (including universities) in educating and encouraging students to bicycle.	21
Promote bicycling as a fun and healthy way to get around, whether for recreation, commuting, or making utilitarian trips.	17
Encourage more bicycling through more frequent, and better attended bicycling events.	12
Take a balanced approach to enforcement that focuses on reducing those behaviors of both motorists and bicyclists that cause crashes.	12
Reduce the rate of bicycle crashes by 50 percent by 2022.	10
Identify an implementation strategy that includes identifying funding sources and mechanisms, policy changes, and developing partnerships.	7
Establish an accountability process for Plan implementation (e.g. Bike Board could review annual work plan and track progress).	7
Address the barrier of distance.	4

Proposed Project Prioritization Criteria	Votes
Complete missing links in the existing trail system.	119
Provide parallel routes to roads with high traffic volumes.	84
Provide connections to shopping, employment areas and other destinations.	76
Other - Extend bike lanes to downtown	74
Provide bicycle facilities along major street corridors.	57
Provide better connections to schools.	47
Address barriers (e.g. challenging intersections, lack of bicycle facilities on bridges etc.)	43
Provide on-street connections between trails.	37
Establish regional connections to areas outside Wichita.	37
Other – Make sure bike paths are used for legitimate reasons and not criminal reasons (adequate lighting and police boxes for emergencies)	33
Other – Connect the rail trail to Goddard	24
Make improvements at high crash intersections and along high crash corridors	19
Provide access to parks and recreation centers.	16
Other – Bike share	16
Other – Track on the Big Ditch	8
Other – Bike racks	6
Provide better access to transit stops/stations.	5
Other – Continuous improvement to existing paths	4

The photos below show the Proposed Objectives voting board.



The photos below show the Project Prioritization voting board.



Open House Comments

General Facility Requests	
Need lanes and paths that are convenient for employees and commuters	
Need routes in and out of Wichita – use old railroad beds for some of these	
More bike route signs on recommended corridors/bike friendly corridors	
Would like to see bike lanes continued through the city	
Consider low-cost bicycle lock-ups, showers and lockers for commuters. Locate these strategically (downtown and near major employment and shopping centers)	
Need to create more bicycle lanes and sharrows where you are unable to expand the road.	
I like the idea of more bike lanes...having our own lane is awesome	
This is good if you make lanes on the roads in a timely manner	
The trails need to continue to connect to each other plus go outside Wichita	
Train tracks that have been shut down should turn into bike paths	
All roads should have a wide shoulder	
Streets with bike lanes are safer	
Sharrows on major roads would help with driver aggression towards cyclists	
Lanes are good but they still engender an attitude of separation where we should be encouraging cooperation	
Add bike lanes to existing main streets so bicyclists can ride safely	
Use removed railroad track areas	
When possible, create bike paths/lanes that allow cyclists to ride side by side as biking is essentially a social activity	
Bike lanes around major employers	
More mountain bicycling areas	
Have more bike lanes! They are a lot safer for us “roadies”	
I am frustrated with sidewalks that take the place of a “real bike lane”. Nothing more frustrating that commuting with constant driveways and blind spots	
Connectivity Requests	
Connect existing bike paths together and to business please	
Connect existing routes to each other through comprehensive plan	
Create enough new paths, shared lanes etc. so that any two points in Wichita can easily be connected by bicycle; this will increase the number of riders drastically; connect to Universities, downtown, malls	
I wish that bicycle paths would intersect better	
Please improve major connecting routes; connecting infrastructure will encourage more people	
We need the bike paths to be interconnected.	
Lets complete connections between bike paths	
Work to connect existing paths with additional paths/road bike lanes	
I would like to see an emphasis on connecting the established trails along with developing rails-to-trails in the local area and city	
Provide lane connections between public destinations	
Specific Facility Requests	
Need lane to Mid Continent on Ridge for employees out in that area	
Support planned/recommended route on Ridge between 29 th and 37th	
Central from Ridge to Dugan needs to be safer – would bike to work	

Many bikes on Greenwich – no shoulder or bike lanes	
Complete Red Bud Trail	
We need the bike lanes on 1 st and 2 nd to come clear into downtown; and go to the west side too	
I would really like to see a bike trail on the East side of the river, from Garden Mountain on down to Herman Hill Park and beyond	
Wichita desperately needs a complete east-west corridor through the city. Bike lanes on 1 st and 2 nd are a good start; Douglas would be better, especially given access to existing bicycle facilities, bike shops and other businesses	
I would like a bike sign at 21 st and Opportunity Drive going north from the bike path	
Extend east bank bike trail from Gander Mt south to meet up with the Mt. Vernon bike trail that dead-ends at the river	
Paint a bike lane from Mt. Vernon (or even Harry) south to Pawnee on Greenway	
Please provide adequate lighting on the Rosebud Path and police contact boxes to reduce crime in the neighborhood. There has been increased crime in the neighborhood since “brush” has been cleared. Burglary has increased with entry from the “back doors” facing the proposed Rosebud Bike Path.	
2 nd Street from I-35 to downtown is horrid	
Now is the perfect time to extend the East River Bank Trail from Kellogg south to the new by-pass at Lincoln. Now is the time to do it with construction on the Lincoln St and bridge in the area	
Conversion of rail trail south of Kellogg from 167 th west to West street; trail and property already exists; pedestrian bridge would be needed to cross Cow Skin Creek.	
Path could be built along Newman University (McCormick Street)	
Complete rails to trails route extending from Hydraulic, north of Central, northeast through Grove and Hillside to 13 th and beyond, past golf course	
Severe lack of bike paths or ride able sidewalks on West side; N. Maize, Tyler, Central, Ridge, and major roads West of Maize	
I would like to see more bike lanes to enable bicyclists to have access to downtown from both east and west.	
The Red Bud Trail should be completed; some segments are not paved – cyclists have to get off their bikes and walk on the gravel and grass	
I would commute more if 1 st and 2 nd street bike lane went completely downtown from the east	
Extend college hill bike paths through downtown	
The Big Ditch – a linear greenway – a top priority	
Have a dialogue on how to connect the Big Ditch, the Prairie Sunset Trail and Zoo Blvd, the Big Arkansas River and on to downtown.	
Design Issues	
No concrete bike paths	
Raised bike lanes to avoid dirt, glass and gravel	
Use raised pavement markers between auto and bike lanes, tactile warning for cars	
Remove wooden and cable barriers (at intersections)	
Stop putting slurry mix on roads; it’s hard on bicycle tires and tubes.	
Need to make distinction between bike paths and bike lanes	
Would rather there not be a paved path but perhaps room for both	
I want the bar code locator option	
Maintenance Issues	
When you install bike lanes, please have them cleaned	

Maintain current bike baths	
The paths would have not debris on them when we ride (often ride over glass and other objects)	
Please maintain paths that exist – sweeping off broken glass, etc.	
Paths have much debris and need to be swept	
17 th Street Corridor; lots of trash (people dumping) between Oliver and Hillside – especially near 13 th ; big hole cut out of fence at I35; love the natural state but there is a lot of growth	
1 st and 2 nd - the streets desperately need improvement	
Pavement condition and lighting should be a priority	
Safety and Culture	
I have two bikes but do not ride often due to not feeling very safe. I see people out on their bikes and motorists who are not very welcoming to people on bikes.	
Portland/Eugene – different cycling culture – look at to get ideas	
Many young professionals want to bike to work, shop and for recreation	
Wouldn't it be great if Wichita was a bike culture like Portland or Europe?	
I just wonder how much Wichitans care about bicycling. As a cultural and social norm it needs to increase	
Safety call boxes – 911 direct – especially in questionable areas	
A cyclist must follow the roles of being a vehicle which makes him/her predictable and therefore safe	
Safe Routes to School	
Benton Elementary – want my kids to be able to bike to school	
Children are horrible at riding to school; schools should make bicycle ed a part of PE	
Please coordinate with USD259 and parents to provide safe corridors and intersections for students to walk and bike to neighborhood schools	
More bike racks at schools and shopping areas will allow students to secure their bikes.	
Access to North USD259 Schools; Stuckey, Middle, Height High, Greenwich Elementary; New Middle School off N. Woodland and New High School off N. Beck	
Encouragement	
Have maps made	
An updated map – make available in bike shops – let shops make money on them; map should at least be county wide	
The number one priority should be to increase bicycle commuting. Recreational riding will naturally increase as commuting becomes easier	
Exploring the possibility of bringing a community bike sharing program to downtown. Our initial thought is stations at Water Walk and Old Town – also perhaps Delano, the Intrust Arena, Exploration Place.	
The best way to build a bicycle infrastructure is to start downtown and build out. There are already plenty of cyclists that ride in that area – they will be used	
Make well known federal program for paying those who ride bikes to work	
Please listen to the 85% of all cyclists who ride on the road	
Education	
I think the best way to move forward is to star education kids in Drivers Education that cyclists do belong on the street.	
Don't forget education, and not just the occasional clinic	
Perhaps revamp the Kansas motor vehicle handbook and driving tests?	
Encourage riders young and old to practice safe riding habits; reflectors on bikes; lights at night; safety vests and bright color clothing; helmets; long sleeves and pants	
Drivers and cyclists need to be constantly reminded that bikes belong on the road, not	

the sidewalk.	
Serious cycling education should be provided in public drivers ed.	
Implementation/Partnerships	
Implement complete streets	
Consider strategic partnerships (YMCA< WSU, Boeing, Cessna, etc.	
Businesses should be offered an opportunity to buy racks from city for location specific use	
Need to develop a stable funding source for bicycle facilities	
Plan Development	
Expedite planning process and offer easy access to updated info on progress (2)	
Thank You; Appreciation	
Thanks you for doing this type of important open house.	
Wonderful Event	
Keep up the great work – love this concept	
Thanks for paying attention to non car transportation and recreation	
Thank you for the continued forward momentum in regards to bike trails, bike safety, funding and expanding partnerships.	
Thank you for thinking of bikes as transportation	
This is a great way to engage the community.	
Excellent way to engage stakeholders and create buy-in	
Thanks you for attempting to improve bicycling in Wichita! Start paving!	
Great Open House! Can't wait to have outcome	
Thank you for this open house	